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CRITICISM OF FIREWOOD SUPPLY, TRANSPORT IN RUMANIA

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On 30 August 1952 Scanteia reported that, although the approach of winter had increased the importance of the supply of firewood to the people and of timber to factories, the transport of firewood and lumber was unsatisfactory as a whole. In some regiunes where the party committees and executive committees of people's councils concerned themselves with this problem, the paper continued, transportation was good, but many regiunes were behind, including Baia-Mare, Bacau, Barlad, Constanta, Sibiu, and Suceava. In Ploesti only 30 percent of the firewood transport plan was carried out in July and in early August only 53 percent. (1)

Romania Libera reported on 2 September that conferences were held in Cluj, Ploesti, Timisoara, and Bacau on 31 August to discuss the exploitation and transport of wood. Participants included delegates of the Council of Ministers, secretaries of regime party committees, of regime forestry directorates, of regime wood trust directorates, directors of IPEIL (Intrepinderile pentru Exploatarea si Industrializarea Lemnului, Enterprise for the Exploitation and Industrialization of Wood), directors of regime Combustibilul (fuel) organizations, and others. The discussion revealed, according to the paper, that construction enterprises, industrial wood enterprises, institutes, and work centers do not receive the planned quantities of wood. An analysis of the deficiencies, it continued, showed that not all executive committees of people's councils, especially those of regime and raion level, devoted sufficient attention to wood transport and supply, and that some regimes failed to use all available labor. (2)

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On 3 September Romania Libera reported on an interregiune conference held in Cluj to analyze problems in wood transport. Participants included Pavel Stefan, Minister of Forestry Culture; delegates of the General Directorate of Work Projects of the Council of Ministers; delegates of the Ministry of Communal Administration and Local Industry; representatives of executive committees of people's councils from the following regiunes: Cluj, Baia-Mare, Oradea, and the Hungarian Autonomous Regiune. In addition, there were delegates from the following raions: Cluj, Huedin, Turda, Campeni, Dej, Zalau, Beclean, Nasaud, Jibou, Satu-Mare, Iapuz, Alesd, Marghita, Simleu, Targu-Sacuesc, Odorhei, Ciuc, Reghin, and Sangheorghiu-de-Padure. Delegates were also present from wood trusts, IPEIL units, the General Directorate of Regiune Forests, regiune combustibilul enterprises, and others.

At this conference in Cluj, the paper reported, Aurel Vasilescu, secretary of the executive committee of the people's council of Cluj Regiune, stated that the plan for the transport of firewood was fulfilled 100 and 117 percent, respectively, in the first two quarters of 1952. However, in the third quarter the plan was fulfilled only 49 percent in Cluj Regiune. In Dej Raion the plan was fulfilled 23 percent, in Gherla Raion 16 percent, in Beclean 4 percent.

In Baia-Mare Regiune the third-quarter plan was fulfilled only 48 percent, according to the paper, and Vasile Turdeanu, secretary of the executive committee of the people's council of Baia-Mare Regiune, criticized wood exploitation units which refused to collaborate with people's councils. At some IPEIL units work was poorly organized, Turdeanu continued. In Baia-Mare, for example, IPEIL owes Combustibilul units a standing quota of 1,799 loads of firewood, but has failed to provide this quantity. This is also the case with IPEIL units in Oradea, Cluj, and Gheorgheni Raion. (3)

On 6 September, Scanteia discussed wood transport in Bacau Regiune, one of the most important for the supply of wood. The transport of wood has been neglected continuously by the people's council of the regiune, the paper stated, and as a result the transport plan for the first half of 1952 was not fulfilled. Similarly, the July and August plans were fulfilled. The paper listed the following shortcomings: The executive committee set up commissions to supervise wood transport, but failed to support these commissions. In Targu-Ocna Raion transport of wood fell behind schedule because of lack of attention on the part of Constantin Cojoclea, president of the executive committee of the raion people's council, and Gheorghe Filip, secretary of the executive committee. Kulaks were permitted to sabotage transport in the regiune. Some did not deliver wood on time. Others, such as David Isachi and Ion Bucur in Dof-tiana, Casin, and Onesti were aided by veterinarians, including Nitescu (fnu) in Onesti and Calaucescu (fnu) in Targu-Ocna, who issued certificates stating that the cows of these kulaks were unable to draw loads of wood.

Scanteia stated that serious errors also existed at the IPEIL units of Targu-Ocna, Buhusi, and Piatra Neamt raions. Bridges and roads leading to forest areas were neglected, and as a result thousands of cubic meters of wood were left in the woods. Dozens of peasants traveled as much as 25-30 meters with their wagons to pick up wood in the forests of Bogdana, Slanic, Dof-tiana, and Balca in Targu-Ocna Raion, but were forced to turn back with empty wagons because of road conditions. These conditions explain why the plan for transport of wood in Targu-Ocna Raion was fulfilled only 56 percent, the paper concluded. (4)

An editorial appearing in Viata Sindicala on 7 September stressed the urgent need for firewood and pointed out that the government and the party are devoting special attention to this problem. The firewood situation, it continued, was much better in 1952 than in past years; Stalin, Pitesti, and other regiunes organized to improve the firewood supply.

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The editorial mentioned, however, that in some areas grave errors occurred due to the lack of interest displayed by organizations in charge of mobilizing forces for the cutting, removal, and transport of wood. The transport plan for the entire country was fulfilled only 68 percent during the first 7 months of 1952. The executive committee of Moinesti Raion, for example, supplied Lucacesti Commune with its July wood supply on 25 July. Kulaks who own hauling equipment were sent to haul wood from the easiest spots, while poor peasants were sent to inaccessible places. In some spots kulaks were excused from wood transport. In Targu-Neamt the former secretary of the people's council arranged to exclude kulaks in Humulesti from quota requirements, although they owned good transport equipment. In Borsu, Gheorgheni Raion, a kulak sabotaged his oxen by driving nails into their hoofs to prevent them from transporting wood.

The editorial criticized the defective planning of the fuel enterprise of the former Barlad Regiune, stating that as a consequence Tecuci did not have enough wood, while the Focsani and Zeletin depots contained too much. The Bacau wood trust fulfilled its wood shipment plan as follows: to Bucharest, 60 percent; to Galati, 50 percent; to Ploesti, 72 percent; and to Constanta, 42 percent. The editorial added that while all these regiunes lack wood, Bacau itself, which has abundant wood, received 115 percent of its planned amount.(5)

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1. Scanteia, 30 Aug 52
2. Romania Libera, 2 Sep 52
3. Ibid., 3 Sep 52
4. Scanteia, 6 Sep 52
5. Viata Sindicala, 7 Sep 52

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